



COMMANDER'S NEWSLETTER DECEMBER 2003

CALENDAR

Always subject to change!

- 1ST Mon – Wing Staff Mtg.
- 2nd Mon Ops Meeting
- 3rd Mon Finance Mtg
- 4th Mon LG & Comm
- 5th Mon Social Night

DECEMBER

- 1 Wg Staff Meeting, SWO
- 6 Cadet Conference TAFB
- 6-7 Pilot's Clinic, Westheimer
- 25 Merry Christmas to All
- 31 Form 31's due at Wing

2004 JANUARY

- 5 Wg Staff Meeting TAFB
- 10-12 CI, TAFB
- 17 Check Pilot Clinic
- 31 Cadet Competition
- 31 ICS 200 Class, RTI

FEBRUARY

- 1 ICS 200 Class, RTI
- 2 Wing Staff Meeting
- 7 Cadet Review Bd, Tulsa
- 8 Cadet Review Bd. TAFB
- 13-14 SAREX, Shawnee
- 28-29 Natl Check Pilot
(see details elsewhere)

MARCH

- 1 Wing Staff Meeting
- 5-6 National Bd, Wash DC
- 12-13 SAREX – MKO
- 20 Encampment Staff Trng
- 24-27 National Congress on
Aerospace Ed –Atlanta
- 27 Mission Ch Pilot Clinic
Woodring Airport, Enid

APRIL

- 1-4 SWR Cadet Comp TBA
- 5 Wing Staff Meeting
- 16-17 OKWG Conference
Marriott, Tulsa

23-24 SAREX - SWO

MAY

- 3 Wing Staff Meeting
- 15 Check Pilot Clinic – Enid

JUNE

- 7 Wing Staff Meeting
- 19-26 Wing Encampment
Bacone College, MKO

JULY

- 5 Wing Staff Meeting
- 7-10 Natl Cadet Competition
Dayton, Ohio
- 10-17 SWR Staff College
Kirtland AFB, NM
- 17 Pilot Clinic, - Enid
- 23-25 MKO Airshow
- 23-2Aug IACE visitors

AUGUST

- 2 Wing Staff Meeting
- 6-14 Natl Flight Academy
Bacone College, MKO
- 19-21 National Bd. Tampa
- OKWG Evaluation TBA

SEPTEMBER

- 6 Labor Day Holiday
- 13 Wing Staff Meeting
- 24-25 SWR Conference
Dallas, TX

OCTOBER

- 4 Wing Staff Meeting
- 15 Aircrew Comp – Amarillo

ICS 200 CLASS

Lt Col Paul Spencer

The Incident Command System (ICS) Operational Level class starting 31 Jan Will be the first class using the new draft CAP ICS-200 materials. This class is designed for PICs, GTLs, Air Operations Branch Directors, Ground Operations Branch Directors, and Section Chiefs. The class is based largely on short exercises, to allow the participants to organize ICS structures for different types of situations. It will be held at Oklahoma National Guard Reserve

Training Institute (RTI) classroom. Twenty billeting rooms have been reserved for the class.

NATIONAL CHECK PILOT STANDARDIZATION COURSE

Capt Blake Cole, ARWG

The Arkansas Wing will host a National Check Pilot's Standardization Course in Fort Smith, AR (at the 188th Fighter Wing HQ on the Fort Smith Airport) on 28-29 Feb. Please contact Major Charles "Bud" Welch for further details, information and to register members to attend. His email is:

welchcb@ioccc.com

SWR STAFF COLLEGE

Lt Col Sharon Lane, NMWG PAO

The premiere Southwest Region Staff College will be held from 10-17 July at the Kirtland AFB NCO Academy In Albuquerque, NM. Col Tom Todd has announced Maj Mike Swanson from LAWG will be the 2004 Director of the college.

The SWR Staff College is known for its excellence in presentations by the NCO Academy staff and its bonding of participants and staff members. The intense week is literally filled with leadership learning experiences and fun-filled activities. Many staff members are so enamoured with the college they vie for staff slots annually, hoping to be selected to return.

In January they will begin announcing cost of billet for the college as well as other college details.

NCASE MARCH 24-27, 04

Atlanta Marriott Marquis
Reservations must be made
Prior to 1/20/04

FOLLOWING ARE SOME UPDATES FROM NATIONAL HEADQUARTERS

ONLINE TRAINING

John A. Salvador, Director of Operations

Online Training resources are available to CAP members. These resources are on the Operations Training webpage and can be accessed from the CAP website or directly at <http://ntc.cap.af.mil/ops/dot/>. Here are some examples of the courses available:

CAPF 5 Course (developed for check pilots, instructor pilots, and all pilots preparing for a check ride).

Satellite Digital Imaging System Training

Takeoff & Landing Training Flight Clinic in a Box Courseware

Gippland G-8 Familiarization Course (a work in progress)

SSF/CAP Tow Pilot Course

SSF/CAP Wing Runner Course

CAP is currently working with Cessna and AOPA's Air Safety Foundation to develop a familiarization course for the new C-182s CAP is purchasing. Among other things, this course will explain why landing a C-182 is much different than landing a C-172. The course will be ready in the Spring of 2004.

The NHQ POC is John Sharp Chief of Operations Training. He can be reached at jsharp@cap.gov or 334-953-2452.

FROM MAJOR GENERAL RICHARD L. BOWLING

Subject: Standardization of CAP's Advanced Technology Assets

1.

CAP is rapidly becoming recognized as a national leader in advanced technology for aerial search and rescue, disaster relief, and homeland security applications. The new Satellite Digital Imaging System (SDIS) and soon to be fielded Hyperspectral Imaging (HIS) System are two prime examples of technologies in high demand by federal, state and local agencies.

2.

One of CAP's significant strengths is being able to deliver this kind of technology whenever and wherever needed. This means CAP may need to quickly reposition assets from one part of the country to another. These assets will need to be flown/operated by not only the crew who delivered it to the mission location but also by locally trained crews.

3.

The key to success in this type of environment is standardization. This means standardization of equipment as well as training. Standardized SDIS training for CAP region instructors has been accomplished and the same method will be used when the HIS systems become operational. Training websites will also be available. The region instructors will be charged with training appropriate numbers of equipment operators throughout their regions so these people will be ready when mission requirements dictate.

4.

The other equally important piece in the standardization

equation is equipment. All of CAP's advanced technology equipment must be standardized if we expect to be able to maximize its use on missions all across the country. Therefore, CAP members will NOT alter, separate, or use of other purposes advanced technology equipment or deviate from approved installation procedures in any way. This includes both hardware and software. Unauthorized changes can void manufacturers' warranties. Recommendations for upgrades/changes to this equipment must be submitted through the chain of command to HQ CAP/DO and the Advanced Technology Group.

5.

I thank you for your interest and support of CAP's new technologies. We will only have one chance to make a professional first impression using CAP's new advanced technology equipment. Therefore, select and train your very best people. Also, please get the systems we are providing each region operational just as soon as possible. Our organization's future depends on how well we perform missions using this equipment. I need your personal commitment to ensure standardization of both training and equipment so we can employ our technology nationwide...it is the only way we can succeed.

Signed: *Richard L. Bowling*
Major General, CAP
Commander

NEW AF POLICY ON USE OF FRS RADIOS

From SER RE-CAP

1

Great results from a CAP mission have generated a

new policy from the Air Force on our use of the Family Radio Service (FRS). On 27 June 2003 Colorado Wing's Cortez Squadron was called to assist the Dolores County Sheriff in a search for 12 day-hikers lost for 20 hours. One team of hikers had come out of the woods on schedule but the other team, consisting of 10 young girls and two adult leaders, was lost. Two air sorties failed to turn up the lost hikers until mission personnel learned that the hikers had FRS capability. On the third sortie, CAP began calling on a borrowed FRS radio. There was an immediate reply and within a few minutes they had located the hikers trapped in a deep can-yon. By 1000 the next morning the lost hikers were rescued and Colorado Wing was awarded 12 "saves" by AFRCC.

2.

The mission success prompted the Air Force to revisit the policy on FRS. CAP's position was that current restrictions are intended to prevent federal activities from using FRS to satisfy their internal communications needs. We felt the policy was not intended to prevent use of FRS to contact a victim in order to expedite a rescue. The appropriate AF office in Washington studied the issue and agreed with us that this use of FRS was justifiable and could be repeated when necessary to save lives.

3.

This is a significant step forward but we must be clear that this does not mean FRS is now legal for other uses. We still cannot use FRS to talk CAP-to-CAP on Emergency Services (ES) missions. Intra Squad Radios (ISR) and VHF-FM

Radios are designed for those functions. However, this new policy does allow us to use FRS to talk to victims. Also, FRS continues to be allowable for non-ES activities.

The NHQ POC is Malcolm Kyser. He can be reached at 334-953-7447 or mkyser@cap.gov.

POSTHUMOUS PROMOTION

Marine Corps Times 10/03

The House voted Oct. 8 to posthumously promote the controversial father of modern air power.

By voice vote, the House approved a bill giving President Bush authority to promote the late Army Col. William "Billy" Mitchell to major general.

Mitchell enlisted in the Army in 1898 at age 18 during the Spanish American War and was a pilot in World War I. After the war he began pressing the Army and Navy to expand air power. He provided demonstrations of the capabilities of air power in a series of 1921 tests in which land-based bombers sank three captured German vessels and several old U.S. Navy battleships.

Although he attained the rank of brigadier general, he ran afoul of senior officials many times. His ultimate undoing came when he was charged with insubordination in 1925 in the wake of his bitter criticism of senior military officials after the crash of a Navy dirigible that killed 14 crew members. He called military leaders incompetent and guilty of "almost" treasonable national defense policies.

Mitchell was convicted in a court-martial, reduced in rank to colonel and sentenced to five years' loss of pay. He resigned his commission Feb 1, 1926, and died in 1936.

Congress ordered that he be given the Medal of Honor in 1946 for his role as an aviation pioneer, but past efforts to get the Army to reconsider his loss of rank failed.

SAFETY

Pat Wallace, Maj. SER

Deputy Director, Safety

For everyone who lives in cold climates and for those who may need to travel through snow and ice, here are some tips:

Wet ice is treacherous. At 30 degrees it's twice as slippery as it is at zero.

Adding weight to the trunk of your car won't improve traction, but could affect your steering and make your car more difficult to handle.

For best vision, use lower headlight beams in fog or snow.

If you hit an unexpected patch of ice, don't try to brake or accelerate. Maintain speed and let your car "roll" through the slippery area.

Approaches to icy intersections may be packed and polished. Slow down early so you won't slide into cross traffic.

When you start up from a slippery, icy or snowy spot, be sure your front wheels are aimed straight ahead.

Snow tires are very helpful when you're driving in snow, but tests have shown that they are not as effective as chains.

When roads are slippery your following distance should be lengthened.

"Peephole" driving is dangerous. Before you start to drive, make sure your windshield and rear and side windows are completely clear.

Your battery is less efficient in cold weather. Keep the terminals clean and make sure the cables are tight. Worn or frayed cables should be replaced.

MILITARY ETIQUETTE **AFPAM 36-2241**

Del Rubi, SMSgt, USAF(Retired)

"Etiquette is defined as common everyday courtesy. The military world, like the civilian (or CAP) world, functions more smoothly and pleasantly when members practice good manners. Because your actions are part of everyday life, you need to make a conscious effort to analyze your behavior. This is true not only around your superiors but with people you deal with day to day. There is no excuse for rude behavior".

Manners are of the utmost importance, especially in a "volunteer organization" such as CAP. Since you deal with human feelings "a short bit of time" during your monthly meetings or activities, it's imperative you treat your CAP volunteers the same way you want them to treat you. Dignity and human respect must be in the forefront when you communicate with your CAP volunteer – be it the senior member or your cadet! Why? Because both seniors and cadets pay their annual dues to be part of the United States Air Force Auxiliary and both are

"equally" involved in making your Wing the best in the Nation!

NEW CESSNA SKYLANES

Aero-News Network "Propwash"

Cessna Aircraft Company presented the keys of five new 182T Skylanes to the Civil Air Patrol (CAP) during a ceremony conducted in Independence, Kansas on 18 November, 2003. CAP placed an order earlier in 2003 for a total of 21 Skylanes and will take delivery of 15 of the new Cessnas in 2003, and the remaining six in early 2004.

"The Civil Air Patrol and Cessna have an important partnership", said Col (Ret) Al Allenback, CAP's Executive Director, during the ceremony. "In 2003 CAP saved 140 lives and 92% of those saves were made possible by CAP volunteers flying aircraft built by Cessna."

The CAP operates the largest Cessna fleet in the world. Currently, 510 of the 543 aircraft in the CAP register are Cessna airplanes. Since the restart of Cessna single engine piston aircraft production in 1996, the CAP has taken delivery of 50 new Cessnas.

CAP's Director of Operations John Salvador said, "The 182's offer increased weight carrying ability, larger cabin size and better performance in higher density altitudes that make it a more capable aircraft for our increasing homeland security missions. The Skylane's improved performance characteristics provide a wider safety margin for our pilots."

COMMANDER'S COMMENT

Last month my feeling of the closeness of the CAP family was reaffirmed with all the beautifully flowers, plants, calls, cards and visits after my unfortunate breaking a leg. I thank each and everyone of you and for the prayers I know were there also. Update on condition, I am walking indoors without a cane, but depend on one for stability outside the house. Have completed the therapy at OSU Wellness Center and am back to driving again. Expect full clearance from the doctor on the 29th.

This time of year brings lots of travel and celebrations for the holidays. Please do not take you and your family's safety lightly. No matter where you are off to or how you are traveling allow yourself enough time to get there. Airport security will be high, so plan ahead. Oklahoma Wing needs you and so do I, so please be very safe.

Wishing you the Happiest of Holidays and a Wonderful New Year.

Virginia Keller, Col, CAP
Oklahoma Wing Commander